

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2148

IN THE MATTER OF:

Served October 3, 1980

Application of CALL-A-MESSENGER,)
INC., for Authorization to Perform)
Charter Operations Pursuant to)
Contract with Air France)

Case No. CP-80-05

By application filed September 30, 1980, Call-A-Messenger, Inc. (CAM), seeks authority to conduct charter operations pursuant to contract with Compagnie Nationale Air France (Air France), pursuant to WMATC Special Certificate of Public Convenience and Necessity No. 1 and Commission Regulation No. 70. The application proposes the transportation of Air France flight attendants and flight deck crews as follows:

- (1) Between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va., on the one hand, and, on the other, points in the District of Columbia,
- (2) Between Dulles International Airport, Herndon, Va., and Washington National Airport, Gravelly Point, Va., via a route traversing the District of Columbia, and
- (3) Between Andrews Air Force Base, Md., on the one hand, and, on the other, Washington National Airport, Dulles International Airport, and Washington, D. C.

Inasmuch as the application proposes the irregular-route transportation of airline employees, it appears generally to be amenable to processing under Commission Regulation No. 70. */

*/ See Order No. 2004, adopting Regulation No. 70, served June 20, 1979, and effective July 21, 1979.

The contract between CAM and Air France calls only for the transportation of Air France flight personnel and their baggage between ". . . Dulles Airport and the Gramercy Hotel, or such other hotels as Air France may designate." The service is to be provided at the times established by Air France in accordance with flight schedules and as otherwise needed. An appendix to the contract states that service is to commence on November 1, 1980, and expire on October 31, 1981, with the parties agreeing to decide on extension or renegotiation before expiration. The appendix calls for a charge of \$32.50 for each transfer. In a memorandum of agreement appended to the contract executed on the same day as the contract and the appendix the parties agree to a fixed term of 181 days commencing November 1, 1980, with a cancellation provision for good cause, and an extension for an indefinite time period after 181 days until canceled. The Commission will direct applicant to clarify the terms of the contract with respect to whether the contract is of one year's duration or a fixed period of 181 days with an indefinite extension.

CAM's balance sheet as of May 31, 1980, shows current assets of \$209,657, total assets of \$320,272, current liabilities of \$103,865, long-term liabilities of \$858,116, (primarily intercompany loans and notes), and negative stockholders equity of \$537,844. A projection of annual income from the Air France contract indicates gross income of \$3,380, operating costs of \$2,211 and general and administrative expenses of \$1,169 yielding a net pre-tax income of \$76. The figures provided by CAM show an operating ratio of 97.75 under the contract.

Applicant lists 16 vehicles available for use in performing the proposed service and states that a grant of authority would allow it to use the same vehicles, facilities and personnel now providing service for other airlines pursuant to special certificate authority. A notarized letter from Air France states that it requires ground transportation for flight personnel between Dulles International Airport and hotels in Washington, D. C., and estimates that approximately 18 passengers a week will use the service. In the past service has been provided by Airport Limo, Inc., according to Air France.

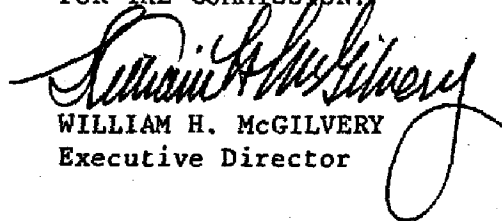
Pursuant to Commission Regulation No. 70-06, notice of this application must be published and opportunity given for the filing of protests. Protests, if any, must be written, sworn and notarized, and must contain all evidence and argument upon which protestant would rely.

The scope of authority to be considered in this application will be restricted to service between Dulles International Airport and hotels in the District of Columbia in accordance with the terms of the contract and the notarized letter from Air France describing the service to be rendered, rather than the authority sought as outlined by applicant.

THEREFORE, IT IS ORDERED:

1. That Call-A-Messenger, Inc., publish once, in a newspaper of general circulation in the Metropolitan District, notice of this application in the form prescribed by the staff of the Commission no later than Friday, October 10, 1980.
2. That applicant shall file an affidavit of said publication together with supplemental material concerning the terms of the contract no later than Friday, October 17, 1980.
3. That any person desiring to protest this application shall file a notarized protest in conformance with Commission Regulation No. 70-06 at the office of the Commission, Suite 316, 1625 I Street, N. W., Washington, D. C. 20006, no later than Monday, October 20, 1980, and shall simultaneously serve a copy of such protest on counsel for applicant, John M. Ballenger, Esquire, 6121 Lincolnia Road, Suite 400, Alexandria, Va. 22312.

FOR THE COMMISSION:



WILLIAM H. MCGILVERY
Executive Director